

**GOVERNMENT OF INDIA
RAILWAYS
LOK SABHA**

STARRED QUESTION NO:173
ANSWERED ON:02.03.2006
SPEED OF TRAINS
Nayak Smt. Archana

Will the Minister of RAILWAYS be pleased to state:

- (a) whether the speed of superfast trains in India is abysmally low in comparison with the speed of trains in the developed countries;
- (b) if so, the steps taken to improve the speed of the trains in India;
- (c) whether the Railways are aware that the low cost airlines and luxury buses are taking away the premium railway passengers;
- (d) if so, the corrective measures being taken by the Railways in this regard?

Answer

MINISTER OF THE STATE IN THE MINISTRY OF RAILWAYS (SHRI LALU PRASAD)

(a) to (d): A statement is laid on the Table of the Sabha.

STATEMENT REFERRED TO IN REPLY TO PARTS (a) TO (d) OF STARRED QUESTION NO. 173 BY SHRIMATI ARCHANA NAYAK, TO BE ANSWERED IN LOK SABHA ON 02.03.2006 REGARDING SPEED OF TRAINS.

(a): The maximum permissible speed of superfast train on Indian Railways is normally 110 Kilometre per hour(KMPH), The highest speed on Indian Railways is 150 KMPH which is lower than the speed of high speed trains running in some of the developed countries. In developed countries the superfast trains run mostly on dedicated corridors but in India both passenger and freight trains run on the same track.

(b): Improvement of technology, infrastructure, rolling stock etc. is an ongoing process over Indian Railways and corridors have been identified to run trains up to 150 KMPH.

(c): Railways are aware of the competition in the Airlines sector particularly the low cost airlines and also from the luxury buses which target short distance passengers only. However, they have not been able to affect the growth of passenger traffic over Indian Railways.

(d): Following steps have been taken or proposed to be taken by the railways to gear up to the competition:

- (i) Generating additional seating capacity in trains by introducing new trains;
- (ii) Enhancing the load of patronized trains to the maximum to meet the demand;
- (iii) Fares of 1st AC and 2nd AC are announced to be reduced by 18% and 10% respectively in Rail Budget 2006-07.
- (iv) Introducing air conditioned 'Garib Rath' and air conditioned double decker coaches.
- (v) Attaching additional coaches in trains to clear waiting list.
- (vi) Improving utilization of coaching stock so as to ward off the shortage of coaches.
- (vii) Introduction of upgradation scheme to upgrade full fare paying passengers to next higher class against available accommodation. It has resulted in better utilization of available accommodation and also passenger satisfaction.